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DAILY AND SUNDAY, Per Year......
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If our friends who favor us with manuscripts for publication with to have rejected articles returned, they must in all cases send stamps for that purpose.

What Panama Should Pay.

It is to be hoped that they who in Washington are conducting our foreign affairs in the present crisis will "go slow" before they interfere to persuade Panama to undertake any part of the debt of Colombia which was not incurred and the money paid for the sole benefit of Panama.

There is a late precedent in the doctrine regarding Cuba's share of the debt of Spain, laid down at Paris by our representatives who negotiated the treaty of peace with Spain, which, it is to be assumed, President McKINLEY prescribed.

The President needs to have care less he lead people to think that Panama had not a real and defensible grievance against Colombia, and was not fighting for her rights, when she planned and executed her successful revolt.

If Fanama was really the enemy of Colombia, as Texas was of Mexico, or as Colombia once was of Spain, it is as silly to expect her now to undertake a part of Colombia's debt not incurred solely for Panama as to have expected Cuba to be saddled with any part of the general debt of Spain.

Panama is a new personality in the family of nations. Colombia is alive and doing business at the old stand. All trace of joint life has departed, and Colombia must shoulder her old debts If there is a common property it is to be divided. Local debts, or debts secured by Panama revenues, the Republic of Panama should pay.

There is no mystery in the law of the matter. Everything in Panama is hers. Every debt incurred on her account she should pay. Every benefit secured to her by treaty is hers. All personal rights and obligations adhere, on the other hand, to Colombia,

If there are any Governments refusing to recognize Panama as a new State until she has agreed to pay a part of Colombia's debts, Panama had better go without the recognition; but should the fact be that the money was borrowed on account of Panama, and she had the whole benefit, then she should pay.

There should be no dickering and compromising with the doctrine laid down against Spain for the advantage of Cuba.

Maryland Has Swung Back.

The Maryland canvass shows the total Democratic vote of that State at the recent election for Governor to have been almost identically one same as the Democratic vote for Governor in 1891, when of the best public lands, arable, forest lowest ever known. February was 19 and a frac-Maryland was securely Democratic, with and mineral. Of timber land, 32,000,000 tion per thousand, which puts it lower than most a Democratic Governor and State officers, acres; of coal land, 1,000,000 acres, guar-cities in the United States. two Democratic United States Senators, a solid Democratic delegation of six members to the House of Representatives, and only 17 Republican to 100 Democratic members of the Legisla- long-distance philanthropist. He builds ture. These are the figures:

1801. Democratic vote for Governor....... 108,53 1903, Democratic vote for Governor.........108,548

During the dozen intervening years Maryland has had for four years a Republican Governor, has had two Republican Senators, McComas and Welling-TON; has twice been carried by the Republicans in Presidential elections, in 1896 and in 1900; and has been represented by Republicans in the House, in the Fifty-fifth Congress by a solid Republican delegation and in the present Congress by four Republicans and two Democrats, elected in 1902.

The Republican vote for Governor in Maryland this year was 17,000 more than it was twelve years ago; the Prohibition vote was 2,200 less. A Socialist party, organized only in Baltimore, has appeared with 1,500 votes, but the State administration is once more Democratic. ARTHUR P. GORMAN is back in the Senate, and the Legislature which is to choose a successor to McComas is strongly Democratic.

Briefly, there are 15,000 more Republicans in the city of Baltimore, where the continuity of Democratic rule has been broken by the election of two Republican Mayors successively, than there were twelve years ago; but otherwise Maryland has gravitated to its former position as a strong Democratic State, such as it occupied in the year next preceding the election of the last Democratic President.

Restricting the Liquor Traffic.

Senator Gallinger of New Hampshire introduced in the United States Senate last week a bill designed to place a further obstacle in the way of the sale of liquor at places unlicensed by the local authorities. The bill is in line with Federal legislation which has caused the retail liquor trade much uneasiness recently.

Already the enactments of Congress a great "defence fund" to prevent fur- ative in matters of education. There to procure the modification of existing statutes which they regard as onerous.

The measure which Dr. Gallinger has introduced provides that no collector of internal revenue shall deliver any special tax receipt to any wholesale or retail body on these Government farms will be liquor dealer who at the time of making application to pay such tax does not exwhere he designs to carry on his busi-

Liquor dealers carrying on their trade sufficiently shaded to be harmless to the

in no-license or prohibition communities in violation of the local law are in the habit of taking out a Federal license in order thus to protect themselves from the internal revenue collectors and the United States courts. The liquor dealers have a wholesome respect for the Federal Government's methods of dealing with lawbreakers. Local authorities may be in fear of the saloonkeeper's political power, or may hesitate to prosecute him because of the expense involved or the difficulty of procuring evidence against him without involving others in trouble. The Federal authorities are seldom, if ever, influenced by such considerations, and the Government's supervision of the manufacture and sale of liquors is such that it is in a position to know of violations of its laws in cases where even a diligent local prosecutor could have little more than suspicion.

So great is the fear of the Federal authorities that some of those lawbreakers whose very existence local authorities decline to acknowledge feel it to their interest to pay the internal revenue tax rather than run into danger of a conflict with the United States authorities. The illegal resorts frequently sell liquor in violation of no Federal Statute, while their proprietors could not hope to obtain liquor licenses from the town or city or State authorities. The reason for this is that the Federal Government, through the collectors of internal revenue, seeks only to obtain money from the traffic in liquor, while the State authorities seek to regulate the traffic for the protection

Should Senator GALLINGER's bill be enacted into law it would deprive the Government of some revenue, but it would result in uniting the Federal and State authorities in an effort to prevent the sale of liquor in violation of local regulations. Thus it would prove a temperance measure of no little damage to the retail liquor trade. That trade will undoubtedly oppose the bill, and may attempt its defeat by the use of the "defence fund."

of the citizens of the State.

Utopia by Request.

The amateur legislators who impose upon the good nature of official legislators, and so spread upon the record bills introduced "by request," have written strange things in their time. The Hon. HENRY W. BLAIR of New Hampshire not only made queer measures himself, but was the cause of queerer ones which he brought in for others. We remember with affectionate regret the Wage Workers' Union of the District of Columbia, an inexhaustible fount of "by request' wisdom. Was it man, woman or child? It had a certain æsthetic taste and always provided that its bills and the currency which it wanted the Government to issue should be printed on handmade paper. If that union is no more, it has a worthy, though at present anonymous, successor. His or her first great effort was kindly chaperoned by Senator HOAR the other day. The task must have

amused that kindly statesman. It is called "a bill to provide homes and employment for the homeless poor and to make them self-sustaining home owners, independent of being hired." A Bureau of National Homes is to be established under the supervision of the Secretary of Agriculture, who is to withdraw from the market 140,000,000 acres anteed to "supply 20,000,000 people with coal forever"; 1,000,000 acres to furnish them "with stone forever"; 1,000,000 acres to yield them metals "forever." This is a

The Secretary of the Interior will have charge of the irrigation, water rights and supply and good roads of the withdrawn lands, which must be in as large tracts and grouped together as much as possible. Then the Secretary of Agriculture will get busy. He will improve the lands for not less than 200,000 farmers and their families. For each family he will irrigate not less than forty-five acres and a building lot, on which he will put up for each family a house, with as many rooms in it as there are persons in the family. The bathroom has been inadvertently omitted. While this work is going on, it will be supervised by one manager for every fifty farmers; and every laborer who can find space enough in the land to turn around on his axis shall be set at work. For these purposes \$750,000,000 are to be expended. No lawyers, ministers, missionaries, physicians need apply. Allotments will be made in this order: first choice, destitute citizens; second, non-destitute citizens; third, persons who wish to become

citizens. No farmer or "employe" shall have to will depend upon the judgment of the managers. When everything is all right, the Secretary of Agriculture will assign to each community as many tants. This will raise some very delicate questions.

discretion is left to the farmer. So and the change is both justifiable and much space is assigned to pasture, so a polite concession to their neighbors much to raising grain, so much for For example, Mr. FRANZ GOCGUSKI did orchards. The Secretary of Agriculture | wisely in changing his name to simple is to buy the stock, machinery and tools and to set up all sorts of industries, ex- USKI to ALBERT GROVE, Mr. LEON LEScept distilleries and breweries. There shall be a school for every sixty persons, and Old Testament Hebrew and New have provoked the saloonkeepers to a Testament Greek shall be required discussion of the advisability of raising studies. The philanthropist is conservther hostile legislation by Congress and | will be free transportation for the destitute. When they have abolished destitution to the extent of \$1,500 for each head of a family and \$200 for each person dependent upon him they will move out and be succeeded by others. Everycalled an "employe." The philanrothpist has his own ideas about spelling ibit a license issued in accordance with as well as other things. Every "emthe laws of the State or Territory in ploye" will make a written promise which his trade is to be carried on, au- to be good. He can't help being good, thorizing him to sell liquors at the place for the initiative and referendum is to prevail in all these homes of the poor. No electric light will be allowed, "unless

eyes." It might have been better to

insist upon candles. The builder of this bill has the sage's

love for tranquillity: "That no crying of hawkers or of ragmen, o other similar disturbances, no elevated railway, no street cars unless as nearly noiseless as horse cars commonly were or drawn by horses without bells, and no cobblestone pavements or similarly noisy pavements be at any time allowed on any land of said national homes."

At the end of fifty years, when this piece of poverty is abolished, the lands will revert to the public again. So, in due course of time, orphans, foundlings, the old, the feeble, the abnormal, will be admitted to Utopia. We hope to hear again from this admirable legislator.

Wood's Last Letters to "Bellairs." The admirable "BELLAIRS" now reappears in the columns of the Hartford

Courant, the newspaper of Gen. JOSEPH

R. HAWLEY, chairman of the Senate Committee on Military Affairs: "Gen. Wood was unquestionably taken in by the adventurer BELLAIRS, who was exposed a while ago, and of whom the last heard was that he was bound North to open a libel suit. He seems never to have arrived. That connection was

distinct misfortune, but bigger men have had

worse friends." When "BELLAIRS" so hastily departed from Arizona last spring, with the deelared purpose of coming to New York to open that same libel suit, he inadvertently left behind him in the hands of his creditors certain personal effects, among which, according to the Arisona Republican, were two documents purporting to be letters from Gen. Wood at Havana.

The first of the two letters was this:

"HEADQUARTERS DIVISION OF CUBA, "HAVANA, NOV. 3, 1900. Capt. E. G. BELLAIRS, Representative Associate

Press, Manua, Philippine Islands: "MY DRAR BELLAIRS: Your kind letter of Sept. 22 just received. Sorry to hear that you got in oo late to see what was going on. Miss CONDIT-SMITH Is now on her way home and we expect she will arrive in New York in December. I am glad

that everything is going on so well with you. "You will probably hear details of some queen eports, which all your friends consider as attempt t blackmall, which were circulated after your departure from Havana. They died a natural death nd need give you no concern

"We are now on the eve of the Constitutional Convention, which bids fair to pass off as quietly as the elections during the last few months. "I trust that you will meet with every success

n your work. "I returned yesterday from the States and am rushed with a good deal of work. "With kind regards, and trusting to hear from

you, yours very sincerely.

The second purported to have been

written more than four months later, on March 9, 1901, and its language is that

of undiminished friendliness: "HEADQUARTERS MILITARY GOWERNOR, MAYANA, MARCH 9, 1901. "My DRAR BRIGAIRS: Your letter of Jan. 18 ust received. I do not think there is anything in the rumors you speak of that is worth discussing. They had a short life here and died out completely "We are now having a prettey [sic] warm time

in Cuba, in a political way, the United States having definitely announced its policy. The radical members of the Convention are, of course, attempting to create excitement, but there is no talk of anything in the way of disturbances. "Mrs. Wood and children are here, and will re-

main until some time next summer unless sanitary conditions here should be bad. The death rate in Havana for the past few months has been the

"We were all much distressed over the poor PAGE, CARTWRIGHT and PETERSON. "The outlook for the coming summer is excellent

so far as sanitary matters go, although of course no one can tell. With kindest regards, sincerely "LEONARD WOOD." "Capt. E. G. BELLAIRS, Associated Press, United States Legation, Pekin, China."

The Committee on Military Affairs and the Hartford Courant will perceive that if these letters are not forgeries done by 'Bellairs's" own accomplished hand, the dates are extremely pertinent to the question of how far Gen. Wood was taken in" by the adventurer who had served his fortunes so usefully and so enthusiastically.

In the first letter Gen. Wood refers to "queer reports which all your friends consider as attempts at blackmail," and which, as he informed "BELLAIRS," had died a natural death and need give no concern.

The second letter is equally and intimately friendly in its tone; and yet it was written by the Military Governor many months-probably nearly a yearafter the truth about "BELLAIRS'S character and record had become known at Havana.

Changes of Patronymics.

In the first volume of the laws of the State of New York passed at the session pay more than \$20. Prices for the land of the Legislature which ended on the 23d of April is published a list of the changes made in hundreds of names of individuals by order of court.

Among the changes of name recorded ministers, doctors and lawyers as are are very many where foreign patronecessary for the good of the inhabi- nymics difficult of pronunciation and spelling by Americans are transformed into English names, oftentimes by trans-Each tract and each farm are to be lation. Such patronymics are a positive cultivated by act of Congress. No handicap in an English speaking country FRANK GROVE, Mr. ALBERT GOREZY-ZCYNSKI to LEON LESHIN, Mr. SAUL ZWETSCHKENBAUM to SAUL Z BAUM. Mr. HIRSCH MIROSCHNIKOFF to HARRY MILLER, Mr. ALEXANDER NIEWIADOMSKI to JOSEPH ALEXANDER and Mr. REUPEN YUZNKJIAN to REUPEN YUZUK.

Some of the names changed, too, have ludicrous suggestions in English speech though Mr. JOHN CALVIN CLAPSADDLE seems to us to have been somewhat over sensitive in changing his name to JOHN CALVIN.

The Pundit DEVA DUTTA SHARMA AG-NIHOTTRI sends to THE SUN from Daoodnagar a pathetic appeal against the indifrence with which EDWARD VII., King and Emperor, has regarded his warnings that the British Empire is going to smash. learned Pundit's letters to the King, it seems have been returned to him through the post office. The Pundit is poor, and there is a chance that he may be put in the Daood-

nagar jail for debt. He has a prophe vision of the action of his creditors:

"They will haul me up in court, with the result that I will be sent to jail. I do not grudge to go to all, but what I fear is that people will call me a cheat, though the fact of the matter is quite other-wise. For it was only for the benefit and welfare of the Government and the public that I spent al a money, besides what I borrowed from And in return for the good thus done by me I am going to be sent to jail! Gratitude and

Under these circumstances our learned unfortunate and unappreciated correspondent proposes to go to London, as he says, "to prove to the satisfaction of His Majesty the King that I do not indulge in trash and balderdash"; and he asks subscriptions to enable him to make the journey, with a suite of twenty-five Brahmins. He promises to live in strict orthodox style during his stay in London and thinks the journey will cost about a lac of rupees.

We do not see what we can do for the Pundit DEVA DUTTA SHARMA AGNIHOTTRI, unless it is to suggest to him that under enlightened modern methods the generous ruler of a great and powerful nation some times is gracious enough to arrange for the free transportation of parties of his subjects desiring to travel from a great distance to visit him at his seat of Government.

THE MAINE MOOSE AND DEER. Remarks on the Justice of Taxing Hunt

ers From Outside the State. TO THE EDITOR OF THE SUN-Sir: In your ssue of Sunday, Nov. 22, I read an article entitled "Kick From the Hunters in Maine." This article, I think, needs a little correction dification. While I agree with the writer of it that it would be a great advantage to put some small tax on the residents of the State who shoot deer or moose, I believe it would be very hard to have any such measure as that passed through the State Legislature, and I do not think that the fact that these local hunters are not taxed while outsiders are taxed \$15 has any bearing on the reduction n the number of hunters who went to Maine -hunting this year.

I have hunted and fished in Maine for the past sixteen years, and I am strongly in favor of a license being charged by the State, if the poses for which it is intended, namely, for the better enforcement of the game laws. The average man who goes to Maine to shoot deer or moose spends several hundred dollars on his trip, and the additional expenditure of a small sum like \$15 is certainly no great matter for eration; and every sportsman with whom I have talked this year has expressed reat satisfaction that such a law has been put

In the past large parties of men from Pennasivania and Ohio have gone into the Maine woods without spending one dollar in the State other than their fare on the railroads and boats. Those parties sometimes roads and boats. Those parties sometimes consisted of thirty or forty men, and only employed one guide, to bring them within the limits of the law. They bring with them from outside States everything they consume during the whole of their stay, except what they kill in the way of game and fish. They shoot everything they see that is alive and that they can hit, and a large number of them being inexperienced they are a serious menace to any parties who are situated within a radius of ten miles of their camp. I believe that the \$15 license will tend to keep such parties as that out of the State, and am quite sure that every inhabitant of the State of Maine will agree with me that their absence is preferable to their presence.

Maine will agree with me that their absence is preferable to their presence.

Of course, the law with regard to guides has now been amended so that no one guide can conduct more than five non-residents, and this amendment would also tend to keep out such parties as I refer to above.

I think the reason that the number of hunters in Maine has fallen off this year is largely on account of the unsettled state of business, especially the stock market. The Maine hunters are largely drawn from Boston, New York, Philadelphia and the larger cities and are men who are more or less interested in stocks and feel the present stringency in the money market.

stooks and feel the present stringency in the money market.

A trip of a month to the Maine woods means the expenditure of at least five or six hundred dollars, for two persons, and in the present condition of affairs most people are inclined to look at that amount of money several times before spending it on a pleasure trip.

I am just in receipt of a letter from my head guide, Peter N. Turcott, who is one of the best in Maine, sent me from North East Carry. In it he states that I need not regret not having been in Maine this season, as the hunting has been very poor and moose especially scarce. This report would seem to indicate that the scarcity of game probably has something to do with the smaller number of deer and moose shipped out this year, as compared with last year.

PROTECTION FOR GAME.

TO THE EDITOR OF THE SUN-Sir: Apropos of the discussion now going on in your columns as to the distance which loud notses have been pried, it may interest your readers to know that there are authenticated records of sounds having been heard hundreds, and even thousands, of miles away from the point of their origin. On Aug. 26, 1883. the island of Krakatoa, in the Straits of Sunda, be-tween Sumatra and Java, was destroyed by a volcanic eruption, the noise of which was heard by people in Australia, over 1,200 miles away. Anothe people in Australia, over 1, 200 inners away. Another reference to this appailing disaster may be found on page 163 of the Report of the Secretary of the Smith-sonian Institution for 1901, where it is stated that the explosion was heard "several thousand miles."
Other instances of long distance noises are men tioned on page 184 of "Ganot's Physics." There it is stated that "the report of a volcano at St. Vincent was heard at Demerara, 300 miles off; and the firing at Waterloo was heard at Dover." This reference to the St. Vincent volcano, it should be explained. does not allude to the eruption of the spring of 1902 but to an earlier disturbance. NEW YORK, NOV. 26. THOMAS R. TALTAVALL.

The Study of Greek Literature on the Foo

TO THE EDITOR OF THE SUN—Sir: The ingenious effort of the Greek professor in Yale to arouse, by means of football, the interest of his pupils in their Homeric studies, as narrated by your New Haven correspondent in last Sunday's issue of your paper surely deserves something more than a passing

How naturally and beautifully the names-Rafferty, Shevlin and Hogan-lend themselves to hex meter verse! Did not the lyric genius of Pinda find its grandest expression in hymns which cele orated the victories of athletes in the Pythian and Olympic games? And in Plato's dialogue "Cratyus." does not Socrates assure us that sophia, wis om, is derived from aisso, "I rush," and aphe

How then can any young athlete of Yale deserve to be crowned with the parsley wreath who has no regard for the literature of a nation whose great-est philosopher held that the constituent elements Wisdom are tackling and rushing the line?

Are Schoolboy Manners Improving? TO THE EDITOR OF THE SUN-Sir: The question

raised by "Anglo-American" in to day's Sun i worthy of serious discussion. That the best inter ests of the body politic would be better and les expensively subserved by eliminating many sub-jects from our public schools, which should be con-fined to the colleges, and by giving thorough at tention to fundamental studies, is a question of But, when we touch upon the manners of the

young, are they not slowly improving? From per-sonal observation I would say that the boys of to-day are less given to rowdylsm, fighting and general ruffianly practices than they were twenty It has been characteristic of many of the young to be disrespectful of old age, even previous to the ime mentioned in the Bible when the bears

came out of the woods and devoured the boys be ause they were irreverent of the prophet. T. D. W. CORNWALL-ON-HUDBON, NOV. 25.

Theatre Aisles. TO THE EDITOR OF THE SUN-Sir: Is there a law

isles of theatres? If there is such a law, who should enforce it? If he should enforce it, will he? Is it evidence of laxity, or tips, when sixteen people rush down one alsle and nine people rush down the other, in the gallery of a Broadway theatre the moment the curtain goes up

rohibiting persons from standing or sitting in the

I am willing to be a witness against this danger. NEW YORK, Nov. 25. "Rocking" the Belated.

From the Snow Hill Banner.
It has become fashionable around here to rock a fellow who is caught out after night, especially a young fellow. Sunday night the boys rocked one who is not so young.

THE REBATE MADE THE TRUST. Remarkable Chapter of the History of Monopolistic Combination.

From Miss Tarbell's "History of the Standard Oil Company" in McClure's for December. tien. Butler knew something of the oil business. Four years before he had been mployed by the Pennsylvania Transportaion Company to take care of the legal side of their great undertaking—a seaboard pipeine-and he had had a convincing experience of the Standard's power. He reviewed the history of the oil business-making a few minor mistakes in his historical facts-but never missing the big facts and leaving no loubt at all about his opinion of the Standard Oil Company. He presented the committee with a pretty full collection of embarrassing ony-calling particular attention to Mr Cassatt's revelations in 1877-and demanded n investigation. He had no backing in the Oil Regions, however, and his appeal was the ast made to Congress from the Oil Regions. The situation was saved at this critical time by individuals scattered through the oil world who were resolved to test the validity of Mr. Rockefeller's claim that the coal of business belonged to him. "We have a right to do an independent business," they said, and we propose to do it." They began this fort by an attack on the weak spot in Mr

Rockefeller's armor.
The ten years just passed had taught then that the realization of Mr. Rockefeller's great purpose had been made possible by his remarkable manipulation of the railroads. It was the rebate which had made the Standard Dil trust, the rebate, amplified, systematized, glorified into a power never equalled before of e by any business of the country. The rebate had made the trust; and the rebate, in spite of ten years of combination, petroleum associations, producers' unions, resolutions sults in equity, suits in quo warranto, appeals to Congress, legislative investigations—the rebate still was Mr. Rockefeller's most effect-

ive weapon. If they could wrest it from his hand, they could do business. They had earned something else in this period; that the railroads feared exposure of discrimination and could be made to settle rather than have their practices made public. This much the hated compromise of 1880 had demonstrated. Therefore, said these individuals we propose to sue for rebates and collect charges until we make it so harassing and dangerous for the railroads that they will shut down on Mr. Rockefeller.

The case of Scofield, Shurmer and Teagle which was before the public constantly during the six or seven years following the breaking up of the Producers' Union, in which the Oil Regions presented no united front to Mr. Rockefeller, served to keep public attention on the ruinous effect of the rebate and to strengthen the feeling that drastic legislation must be taken if Mr. Rockefeller's exploit was to be prevented in other industries. Another case came out in this war of in

dividuals on the rebate system which heightened the popular indignation against the Standard. It was a case showing that the that unique feature of its railroad contracts by which a portion of the money which other people paid for their freight was handed over to them! This peculiar development of the rebate system seems to have belonged exclusively to Mr. Rockefeller. Indeed, a careful search of all the tremendous mass of materials which the various investigations of railroads have produced shows no other case—so far as the clause of the South Improvement contracts which provoked the greatest outcry. It was the feature of Mr. Cassatt's revelations n 1877 which dumfounded the public and which no one would believe until they saw the actual agreements Mr. Cassatt presented. The Oil Regions as a whole did not hesitate to say that they believed this practice was still n operation, but, naturally, proof was most in 1885, through one of the most aggressive and violent independents which the war in oil has produced, Mr. George Rice, of Marietta, Ohio. Mr. Rice, an oil producer, had built a refinery at Marietta in 1873. He sold his oil in the State, the West, and South. Six years sudden rise in rates on the Ohio roadsan advance of fully 100 per cent. being made

on freights from Marietta, where there were several independent refineries, although no similar advance was made from Wheeling and Cleveland, where the Standard refineries were located. These discriminations were shown in an investigation by the Ohio State Legislature in 1879. From that time on Mr. Rice was in constant difficulty about rates. He seems to have taken rebates when he could get them, but he could never get anything like what his big competitors got.

In 1883 Mr. Rice began to draw the crude supply for his refinery from his own production in the Macksburg field of southeastern Ohio, not far from Marietta. The Standard had not at that time taken its pipe lines in the Macksburg field and the oil was gathered by a line owned by a Mr. A. J. Brundred, and carried to the Cincinnati and Marietta Railroad. Now, Mr. Brundred had made a contract with this railroad by which his oil was to be carried for 15 cents a barrel, and all other shippers were to pay 30 cents. Rice, who conveyed his oil to the railroad by his own pipe line, got a rate of 25 cents by using his own tank car. Later he succeeded in getting rate of 17% cents. Thus the rebate system was established on this road from the opening of the Macksburg field

In 1883 the Standard Oil Company took their line into the field and soon after Brun-When he went out he tried to sell the Standard people his contract with the railroad, but they refused it. They describe this contract as the worst they ever saw, but they seem to have gone Mr. Brundred one better, for they imnediately contracted with the road for a rate of 10 cents on their own oil, instead of the 15 cents he was getting, and a rate of 35 on in-dependent oil. And in addition they asked that the extra 25 cents the independent paid be turned over to them! If this was not done the Standard would be under the painful building pipe lines to Marietta.

Cincinnati and Marietta Railroad a that time was in the hands of a receiverdescribed as a "fussy old gentleman proud of his position and fond of riding up and down the road in his private car." It is probably good description. Certainly it is evident from what follows that the receiver was up the income of his road, he finally consented to the arrangement the Standard demanded. But he was worried lest his immoral arrange ment be dragged into court, and wrote to his counsel asking if there was any way of evad-

ing conviction in case of discover; "Upon my taking possession of this road." the receiver wrote, "the question came up as to whether I would agree to carry the Standard Company's oil to Marietta for 10 cents pe barrel, in lieu of their laying a pipe line and piping their oil. I, of course, assented to this the Western and Lake Erie Railroad Company I wanted all the revenue that could be had in this trade.
"Mr. O'Day, manager of the Standard Oil

Company, met the general freight agent of the W. & L. E. Railroad and our Mr. Terry at Toledo, about Feb. 12, and made an agreement (verbal) to carry their oil at 10 cents per barrel. But Mr. O'Day compelled Mr. Terry to make a thirty-five cents rate on all other oil going to Marietta, and that we should make the rebate 25 cents per barrel on all oil shipped by other parties. and that the rebate should be paid over to them (the Standard Oil Company), thus giving us 10 cents per barrel for all oil shipped to Marietta, and the rebate of 25 cents per barrel going to the Standard Oil Company, making that company, say, \$25 per day, clear

oney on Mr. George Rice's oil alone "In order to save the oil trade along our line, and especially to save the Standard Oil trade, which would amount to seven times as much as Mr. Rice's, Mr. Terry verbally agreed to the arrangement, which, upon his report to me. I reluctantly acquiesced in, feeling that I could not afford to lose the shipment of seven hundred barrels per day from the Standard Oil Company. But when Mr. Terry issued instructions that on and | done better." after Feb. 23 the rate of oil would be 35 cents per barrel to Marietta, Mr. George Rice, who tion as a spur to success

has a refinery in Marietta, very naturally called on me yesterday and notified me that he would not submit to the advance, because the business would not justify it, and that the move was made by the Standard Oil Company to crush him out. [Too true.] Mr. Rice said: 'I am willing to conti seventeen and a half cents rate, which I have

been paying from December to this date. "Now, the question naturally presents itself to my mind: If Mr. George Rice should see fit to prosecute the case on the ground of unjust discrimination, would the receiver be held, as the manager of property, for vio-lation of the law? While I am determined to use all honorable means to secure traffic for the company, I am not willing to do an illegal act (if this can be called illegal) and lay this company liable for damages. Terry is able to explain all minor questions relative to this matter."

The counsel "fixed it" for the receiver

the following amazing decision You may, with propriety, allow the Standard Oil Company to charge 25 cents per barrel for all oil transported through their pipes to your road; and I understand from Mr. Terry that it is practicable to so arrange the details that the company can, in effect, collect this direct without its passing through your hands. You may agree to carry all such oil of the Standard Oil Company, or of others, delivered to your road through their pipes all other shippers 35 cents per barrel freight even though they deliver oil to your road through their own pipes; and this, I gather from your letter and from Mr. Terry, would include Mr. Rice."

Now, how was this to be done "with propriety"? Simply enough. The Standard Oil 'ompany was to be charged 10 cents per barrel, less an amount equivalent to 25 cents per barrel upon all oil shipped by Rice. "Provided your accounts, bills, vouchers, &c., are consistent with the real arrangement actually made, you will incur no personal responsibility by carrying out such an arrangement as I suggest

Even in case the receiver was discovered nothing would happen to him, so decided the counsel. "It is possible that, by a proper application to the court, some person prevent you, in future, from permitting any discrimination. Even if Mr. Rice should compel you, subsequently, to refund to him the excess charge over the Standard Oil Company, the result would not be a loss to your road, taking into consideration the reeipts from the Standard Oil Company.

When Mr. Rice found that the rate of 35 his oil at Macksburg and built a pipe line of his own from his wells to the Muskegon River, whence he shipped it by barge to tinued agitation of Mr. Rice, the case got into court and the correspondence quoted from above was made public. The Judge before gross and wanton discrimination on the part of the receiver as to require his removal. master was also appointed by the court to inquire into the sums collected from Rice and paid to the Standard and the money was ordered refunded. The sum refunded was small, less than \$300, for Mr. Rice has always been too belligerent a gentleman to submit long to an extortion. The smallness of the sum has, of course, nothing to do with

The vital thing is that the Standard Oil Company at that period, 1885, still included in its policy the outrageous demand that railroads should pay it drawbacks on oil shipped for a competitor. How general this practice was in 1885 there is no documentary proof. It is certain that in 1877 it prevailed on the Central, Erie and Pennsylvania roads. It is certain that the continued in 1885-how long afterward there is no evidence to show. In this case the Standard has explained the 35 cents charge on all oil except their own, made by the railroads, as a through charge from the wells, covering both pipeage and rail, and the 25 cents paid them as not a rebate, but a pipeage charge. course, this explanation cannot apply to Mr. Rice's case, for his oil, as has been admitted by Mr. O'Day in his testimony before the Federal committee in 1888 on this case, was not run through the Standard pipes: O. But did that other oil which was in compe-

tion with you pass through your pipe? Q. Did not they, therefore, on that oil which only passed over their railroad and not through your pipe line, pay to you the same allowance or rebate that they did on your oil which did pass? A. They did, but we returned it through the advice of our counsel, Mr. Dodd.

Q. Now, out of that sum how much did you get from Mr. Rice A. We did not get any, that is, we did not retain

any. The railroad company agreed to account to us for the oil that went over its lines, and they did make an accounting to my recollection of abou \$200, or something like that, on oil other than that which passed through our lines. Dodd, advised me that we could not do that bustness, and we refunded the money.

It was such cases as these of Scofield, Shurmer and Teagle, and of George Rice, amply reported and commented on by the press. that kept Mr. Rockefeller's peculiar relations to the railroads before the public and helped emphasize the necessity for some Federal restrictions in interstate commerce. Reiterated demands for relief had been coming to Congress for many years now; East, West, North and South sought help from the injustice of the railroads. The Granger movement had had tremendous effect; the fate of the independent oil men was familiar the country over. In March, 1885, the Senate of the United States at last responded to the people's appeal and appointed a select committee of five-the Cullom committee-to investigate the subject of interstate com-There was no question in anybody's mind that this investigation would result in some sort of Federal regulation. What did Mr. Rockefeller do in this emergency? Only the political department of the Standard Oil Company. It was not necessary for him to make a big fight on the Interstate Commerce bill. He could afford to see it pass undis-

mayed. He was ready for it. strokes which characterize his career he had practically freed himself from the railroads which had made him, and by the time the Interstate Commerce bill was passed and the railroads ordered to desist discrimination, Mr. Rockefeller was using another kind of oil transportation. The legislation which the oil regions of Pennsylvania had demanded for fifteen years in hope of securing an equal chance in transportation had come too

passing all the time, and it doesn't rain any more iere than it does anywhere clse. NEW YORK, Oct. 26.

Positive Facts About the Settlement of America. The Pilgrim Fathers were about to land

"How lucky," they exclaimed, "that there aren't any customs dutles!"

in the Mayflower. Roger Williams had founded Rhode Island. "Yes," he acknowledged afterward, "It was a mistake to start at Providence, I might as well have made it Newport, and hobnobbed with the 400. Perceiving his lost opportunity too late, he turned his attention to the Indians.

Hereupon they disembarked from one to two nillion original pieces of furniture that came over

Peter Stuyvesant was congratulating himself on nis wooden leg.
"It makes me such a typical New Yorker," he explained. "Folks will think I lived in the Afto Proud of this distinction, he rejoiced to be ahead

of his time. The Indians had just perpetrated the Jamestown massacre. "Yes," admitted Opechancano, modestly, " think it was pretty good for an amateur. Of course, if I had wanted a Major-Generalcy I might have

In his simple savage way he pondered on ambi-

ually increased to 350 amperes. In other words, 2,300 kilowatts, or 2,600 mechanical horse-power, are being expended. A mile and a quarter has been covered. The speed indicator shows a velocity of seventy-fivmiles an hour. When Lichtenrade is reached,

about half a mile further on, the car is rushing on at 94% miles an hour. Each second the speed increases. Just before the station of Mahlow appears, a curve of 6,560 feet radius looms up. The speed is now 109 miles an hour We seem to be leaping toward the curve. No bend can be seen: the track apparently ends abruptly. We know it is only a curve, and yet we are anxious; we brace ourselves for a shock. Just as we reach the curve the track seems to bend into a gentle arc into which the car runs easily. The curve is passed. About a mile ahead

130 MILES AN HOUR.

The Famous Run on the High Speed Elec-

Dr. Reichel in a Berlin weekly, translated by

All preparations have been made; a brake

test has been carried out: the engineers have

climbed into the car, and the military posts

along the road have been informed that the car is soon to start. The motorman turns

the controller very slowly through a few de-

grees. Fourteen thousand volts shoot from

the lines to the motors. With a whirr the car

starts on its memorable journey from Marien-

felde at 25 minutes after 3 o'clock. The over-

the car travels on the strength of the electrical

current fed to each of the four motors is grad-

head wires are swaying in a strong wind.

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Just

trie Road From Berlin to Zossen.

the Scientific American.

of us a safety signal can be seen. We climb a grade of twenty-six feet to the mile—slight. to be sure, and yet to ascend it at full speed we must expend 300 horse-power more. train is flying on faster and faster. We rus through Mahlow (four miles from Marien felde) at a speed of 115 miles an hour. No vibration or shock is feit. It seems as if the car itself were not moving-as if buildings, poles, trees, were flickering past. Only the humming of the wheels assures us that it is we who are moving. The voltmeter shows that the current collectors are doing their worksmoothly. No fear of increasing the speed need be felt. The last resistances of the con troller are gradually cut out under the load of

smoothly. No fear of increasing the speed need be felt. The last resistances of the controller are gradually cut out under the load of 2,300 kilowatts. The finger of the speed indicator slips along to a mark which shows that the car is making 12t miles an hour. At every crossing a loud ringing note can be heard, caused by the wheels.

Fragments of ballast as large as walnuts are sucked up into the air and fall back as the train rushes on. At first the speed is bewildering, almost stupefying. We in the cab are much nearer the track than is the engineer of a steam locomotive. On that account it seems at first as if the car is literally devouring the road by the mile. Gradually we become accustomed to the new sensation. The feeling of safety and comfort which overcomes the first slock of amazement gives rise to the desire to travel still faster. After the 120 mile an hour mark has been passed the excitement in the car becomes intense. Not a word is spoken. Only the click of the wheels over the rails is heard. Every eye that is not fastened on the speed indicator is glued on the track Suddenly, at a distance of about half a mile, we see two men unconcernedly standing in the middle of the road calmly awaiting the car. The motorman jumps for the whistle string. As the danger signal shrieks, the two men on the track turn about with a frightened look, and then flee for their lives. No power can stop this 93-ton car within a mile.

We whiz past the town of Dahlwitz. Dust, sand and large peebbles leap up behind us. We just catch a glimpse of people on the station throwing up their hats in Joy. Suddenly a smashing blow is heard against the window of the cab, as if a man brought his fist heavily down upon a table. It was a bird, overtaken in its flight and killed. The speed indicator finger climbs up past the 124 mile mark. Rangsdorf is only 14 miles away (8.6 miles from Marienfelde). It is soon time to shut off the current and apply the full power of the brakes. The speed of the car drops to 102 miles. The speed of the ca

The front end of the car is covered with flies, bees and small insects, crushed as if by a thumb against the iron and glass.

THE APPETITE OF THE GOAT. Some Facts From an Old Showman, Em bellished With a Small Story.

TO THE EDITOR OF THE SUN-Sir: A man I know, an old showman, who, incidental is well acquainted with the habits of goats says that it is not true, as is more or less con monly believed, that goats eat tin cans, but that in fact they never do. He says that the only creatures he knows of that will eat things of that sort are those two big birds the ostrich an the cassowary, which will eat doorknobs and light hardware; the habit of the estrich it this respect being well known, while that c the cassowary is probably not known so

commonly. But coming back to the goats, my friend the showman says that the common idea the goats tear down and eat circus bills and othe

the showman says that the common idea that goats tear down and eat circus bills and other posted paper is quite correct, as is the common notion that they eat the posters mainly for the paste there is on them. But he says also that goats will eat paper, or some kinds of paper, without any paste on it, as the common brown wrapping paper, once more commonly used than now. He thinks they entitled the thinks they eat that for the straw contained in it: he doesn's say whether he thinks the goats would take as kindly to the more modern kinds of paper made of wood pulp.

But the most interesting thing he told me about goats was a little story about two particular goats, that he once saw eating up a stand of his own show paper.

When he first saw them these two goats had eaten off the whole lower tier of sheets from a big bill and they were at the moment standing on their hind legs and just finishing off the second tier; and as he stood for a moment looking at them he saw them drop back onto their feet, and then he saw one of them stand steady at the foot of the board, while the other jumped on that goat's back, reared up on its hind legs and from there began eating the paper higher up. And when the upper goat had eaten as far as if could reach on each side without falling of, it jumped down and stood at the foot of the board and let the other stand upon its back. By that time the showman came to and stood at the foot of the board and let the other stand upon its back. By that time the showman came to an answer that stars of the poster. an equal chance in transportation.

In a sequal chance in transportation of late. The pipe had replaced the rail as the great oil carrier, and the pipes were not merely under Mr. Rockefeller's control, as the rails had been—they belonged to him.

Empty Barrels as a Sign of Rain.

To the Editor of the Sun—Sig: There's anold saying that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that if you see a load of empty barrels passing that it ime the showman that time the young that time the young that time the showman that time the young that time

TO THE EDITOR OF THE SUN-Siz: I have been deeply interested in the letters in THE SUN of Not 19 and 22, by Mr. T. J. Rundle and George F. Abbo in reference to the brave men who offered the lives at Port Hudson, after two terrific assaults at defeats, with a loss in killed and wounded of near five thousand men. After volunteering they wro letters of farewell to their loved ones at hor whom they had not seen for years; made their w whom they had not seen for years and prepared to die like brave men. If need be, their country. They were spared only by the expected surrender of the stronghold. These meaning the property of the stronghold of the stronghold of the stronghold. have been fighting for their medals of Congress. The Sun has esponsed the cause these volunteers for justice in the past. May its tinue the good work until the hopes teers of Port Hudson are realized, the granted by Congress and the outstanding del the nation cancelled.

BROOKLYN, Nov. 24. The Building Boom in Mizzonra. From the Braymer Camet. Mr. Roloff has his new barn just about comp

In the December number of M Clure's Mac Miss Ida M. Tarbell begins the second series articles forming "The History of Standard Mr. John La Farge opens another series Hundred Greatest Pictures" and Miss Clara Mo a new set of reminiscences. For lighter read eight or nine short stories are provided. Bestra

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